Amusements.

AERIAL GARDENS—8:20—The Governor's Son.
ALHAMBRA—2—8—Faust.
BRIGHTON BEACH PARK—3—8—Pawnee Bill's Wild West Show.
CASINO—2:15—8:15—The Social Whirl.
CONEY ISLAND—Thompson & Dundy's Greater Luna Park—Dreamland—Bostock's.
EDEN MUSEE—The World in Wax.
HAMMERSTEIN'S VICTORIA—2—8:15—Vaudeville.
LYCEUM—2:15—8:15—The Lion and the Mouse.
MADISON SQUARE GARDEN ROOF — 8 — Mamzelle Champagne.
MANHATTAN BEACH—8—Pain's Fireworks—9—George Primrose's Mammoth Minstrels.
NEW YORK—8:15—His Honor the Mayor.
NEW YORK ROOF GARDEN—8:30—Vaudeville and Seeing New York.

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New-York Daily Tribune.

THURSDAY, JULY 12, 1906.

THE NEWS THIS MORNING.

FOREIGN.—Vice-Admiral Chouknin was shot by a sailor at Sebastopol; the surgeons hold out no hope of recovery; the assassin escaped; general conditions in Russia seem to be growing worse. ═══ Mr. Haldane, the British Secretary for War, in a speech at Pimlico outlined a plan to give more attention to the spiritual needs of the army. ═══ Armed men in St. Petersburg shot two employes of the Admiralty and stole a bag containing $12,500. ═══ Advices from Paris say that the Equitable and other American insurance companies may withdraw from France owing to the provision of the new law regulating investments. ═══ Rumors of a rising of the blacks in the Rand have caused great anxiety at Johannesburg. ═══ The cruiser Charleston, with Secretary Root and his party on board, sailed from Porto Rico; she took on supplies off St. Thomas. ═══ The congress of the chambers of congress of the British Empire passed by a large majority the resolution providing for preferential treatment on a reciprocal basis.

DOMESTIC.—Secretary Metcalf made an important decision regarding the importation of skilled labor under contract. ═══ Washington received word that hostilities have broken out between Salvador and Guatemala. ═══ Federation of Labor officers announced that an active opposition would be begun to Congressmen who had voted against labor interests. ═══ Ex-Judge Alton B. Parker, in a reply to Secretary Taft's recent speech at Greensboro, N. C., declared that his assertion that no new laws against corporations were necessary had been justified by recent prosecutions. ═══ Secretary Taft delivered an address on the Panama Canal before the Ohio Bar Association, at Put-in-Bay, Ohio. ═══ The Chicago & Alton was fined $40,000 for rebating, and two former officials of the road were fined $10,000 by a federal judge in Chicago. ═══ At the trial of ex-Judge Hargis in Beattyville, Ky., Curtis Jett testified that he had killed J. B. Marcum, but did not stick to his recent confession implicating Hargis. ═══ James B. Haggin inspected Wakehurst, the estate of James J. Van Alen, at Newport, R. I., with a view to purchasing it, it is believed. ═══ The engine of the Colonial Express, from Boston to Washington, jumped the tracks at East Greenwich, R. I., but no one was hurt. ═══ Inquiry into charges of rebating against the Standard Oil Company and the Pennsylvania Railroad was begun at Jamestown, N. Y.

CITY.—Stocks were weak. ═══ It was reported that Senator Platt and ex-Governor Odell had become reconciled and formed an alliance. ═══ The Interborough Rapid Transit Company served notice on Controller Metz to decide the liability of the company for the 1 per cent payment on the construction bonds. ═══ R. Fulton Cutting, president of the Citizens' Union, expressed approval of the lawyers' judiciary ticket; it was said that the union's indorsement was almost certain; party leaders remained silent on the question. ═══ John De Witt Warner talked at length on the plans of the Mutual Life Policyholders' Association; he said that it would fight the Peabody regime and co-operate with the International Policyholders' Committee. ═══ A Harlem physician died from nephritis, contracted through automobile trips. ═══ Harry K. Thaw again gave out a statement, denying that he is insane.

THE WEATHER.—Indications for to-day: Fair. The temperature yesterday: Highest, 81 degrees; lowest, 68.

We desire to remind our readers who are about to leave the city that THE TRIBUNE *will be sent by mail to any address in this country or abroad, and address changed as often as desired. Subscriptions may be given to your regular dealer before leaving, or, if more convenient, hand them in at* THE TRIBUNE *Office.*

See opposite page for subscription rates.

THE PENNSYLVANIA FIGHT.

The fusion in Pennsylvania against the regular, or organization, Republican state ticket has just been completed by the formal withdrawal of the Lincoln party's candidates for Lieutenant Governor, Auditor and Secretary of Internal Affairs. The nominations for these offices made by the Democratic State Convention have been ratified by the Lincolnites and a union ticket headed by Lewis Emery, jr., is now in the field. One candidate on this ticket, Mr. Creasy, is also the nominee of the Prohibition party, and as Mr. Berry, the Prohibitionist candidate for Governor, has declined to stand, the Prohibition State Committee will be called together shortly to consider the advisability of making common cause with the Lincolnites and Democrats. But whether or not the triple alliance of 1905 is revived in its entirety, the organization Republican managers will have to face an opposition thoroughly compacted and fully conscious of its own formidable character.

The proceedings of the recalled Lincoln convention, held in Philadelphia on Tuesday, were marked by intense aggressiveness and enthusiasm. The completion of the fusion, which for a time seemed endangered by the manipulations of self-seeking politicians, not only in the Republican and Democratic, but even in the Lincoln ranks, engendered a high degree of optimism and confidence. Popular opinion had forced a union over the heads and against the wishes of would-be political bosses, and the belief was naturally indulged in that this same force, which had redeemed Philadelphia and Pittsburg from ring rule and had last year defeated the machine candidate for State Treasurer, would now prove powerful enough to crush out that machine and compel a general housecleaning at the state capital. Mayor Weaver, who led the way to reformation in Philadelphia, and Mayor Guthrie, who won in Pittsburg last February over a combination of corrupt and mercenary interests, have both announced themselves as active supporters of the fusion ticket, and their assistance will go a long way toward holding the two chief cities of the state in line for reform methods and good government.

In the Penrose-Durham camp there are already signs of dissension and discouragement. One element is insisting on the retirement of the chairman of the state committee, named by the Harrisburg convention, on the ground that he was too long and too intimately associated with the "mailed hand" operations of Senator Quay. One of the candiates on the state ticket bolted the recent notification ceremonies, presumably because Senator Penrose would not consent to the selection of a new chairman. Such unrest over the retention of a typical Quay politician at the head of the committee may seem over-squeamish, inasmuch as the old Quay-Durham-Penrose workers dominated this year's convention as completely as they did any convention of the last thirty years. But it shows that many of the organization Republicans are reluctant to face the vital issue deliberately raised by the Republican managers—whether or not the regeneration of the state can be best intrusted to politicians trained and nurtured in the old unregenerate school.

We have repeatedly said that this was an issue which should not have been raised, and we are glad to have our judgment supported by a representative Pennsylvania newspaper so stanch in its Republicanism as "The Philadelphia Press." Said "The Press" yesterday, in commenting on the doings of the Lincolnite convention:

> The management of the organization convention might have prevented the fusion had it shown any sagacity. With sense and reason it might have united all Republicans on a state ticket. But with a fatuity which was incomprehensible or a perversity which was little less than criminal it persisted in action which compelled the Lincoln Republicans to take an independent course, and thus needlessly and wrongfully put the Republican party in a false position and laid it open to defeat.

If the Republican ticket is defeated in Pennsylvania next November there will be no difficulty in fixing the responsibility for that defeat.

SANE VIEWS OF RUSSIA.

The views of the Russian situation which were expressed by M. Leroy-Beaulieu, the eminent French publicist, and were reported at length in yesterday's paper, are to be commended to the consideration of observers of current affairs as marked with exceptional information and sanity of judgment. M. Leroy-Beaulieu has long been a close student of Russian affairs, and as a Frenchman is naturally inclined to sympathize at once with Russia and with the advancement of human freedom, but the catholic scope of his vision enables him to regard the situation without prejudice and to see all its various phases at the same time and with equal clearness. The complaint has now and then been made that the world at large does not know what is going on in Russia, and does not understand the Russian character. That complaint is not now nearly so well founded as it was only a year or two ago, and we cannot think it materially applies at all to such a man as M. Leroy-Beaulieu. He knows Russia, and he understands her.

It is to be noted that he emphasizes the actuality of the revolution in Russia. A year and a half ago it was remarked in these columns that things could never again be the same as they had been in Russia, but that a profound and irrevocable change had been effected, or at least assured, and that belief was confirmed when in October last the Emperor renounced his personal absolutism. It seemed to us idle to say, as some did, that the movement for reform was all a sham, and that everything would go on just as before. M. Leroy-Beaulieu dwells strongly upon that point. It is no transitory crisis that is affecting Russia. It is an actual revolution, involving a vast and complete transition from the old order of things into a new and entirely different order. It may or may not involve the fall of the monarchy. M. Leroy-Beaulieu hopes it will not, fearing, as we have feared, that the overturning of the throne at this time would be disastrous, meaning anarchy, and probably civil war. But the integrity of the monarchy depends upon the action of the monarch, and that action, in this acute observer's mind, must be prompt and thorough if it is to be effective.

Actual as the revolution is, however, and complete as is the transition which it inevitably involves, it is not to be measured by days or months. The processes will be slow. It may be ten or twenty years before they are complete. That is M. Leroy-Beaulieu's estimate, and he gives convincing reasons for it. The American Revolution was effected in a short time because the people were ready for it. But with a people so backward in the arts of government and so unprepared for a new order of things as are the Russians, the time will necessarily be much longer. That is a consideration which, as we have hitherto argued, should constantly be kept in mind by critics of Russia. It is not reasonable to expect that nation to do more than any other nation has ever succeeded in doing, to make in a single stride the progress which in others has required a long and painful march. The one supreme fact, to be cherished with all confidence, is that the revolution is actual and irrevocable, and that, no matter how long the process required for fulfilment, it will be fulfilled.

A VIRTUOUS CORPORATION.

Chicago has become so calm over traction as to be engaged now in the discussion of the unessential question of the relative desirability of immediate ugly trolley poles or ultimate artistic ones. After some misadventures in the courts the railway corporations have decided to be good. They will give the people the service needed and will not demand either the ownership or operation of Chicago in payment. In return it is possible that the citizens may never demand either the ownership or operation of the railways. The public mind is filled with serenity at the thought of the beauty of the coming poles, which will be the outward and visible sign of a subdued and regenerate corporation. Cleveland, too, which has warred for a decade with its street railway trust, is compromising; at least, though winning much, it falls short of its ideal of municipal ownership. Here again corporate virtue is notably exhibited. The street railway companies maintained a disposition to insist upon their own terms in performing public services. Mayor Johnson has created a new and exceptionally virtuous corporation to rival or displace them.

The last legal trammels in the shape of injunctions having been removed from the Forest City Street Railway Company, it is now in a position to sell its stock and build lines to carry passengers for a three-cent fare. Now, this company is just an ordinary group of capitalists who believe there is money, for the public who will buy their stock, in carrying people for three cents a head. It is not enough. Mayor Johnson believes in municipal ownership as much as in three-cent fares, and he has created a holding company, which shall act as—how shall we say?—trustees for the people until they come into their own. This holding company, known as the Municipal Railway Company, is to issue no stock, own no property and profit in no wise from anything. Its natural virtue is thus buttressed by the want of opportunity. The directors are all to be of the true faith, advocates of municipal ownership. The holding company, taking a leaf from the practices of some of our pyramidal street railway concerns, is to lease the Forest City company's lines, guaranteeing 6 per cent on the stock. All surplus earnings are to go to extensions and improvements. "The Cleveland Press" advises the public to buy the stock of the Forest City company, and offers to take over at the purchase price any such stock, bought through "The Press," if dividends are defaulted or the holder becomes dissatisfied. Mayor Johnson promises to do all he can to aid the new company to extend its franchises. Here lies the threat against the existing monopoly. No franchises have been granted in six or eight years of war, and there is ample room in the enlarged city for building up a new system. The old company was invited to lease its lines to the holding company on a valuation of 85 per cent of the par value, but refused. Since then its stock has fallen off in the market to 75. The monopoly shows its alarm, for it has just sent a letter to the Common Council declaring the intention to apply for additional franchises with greatly reduced fares.

Mayor Johnson's company of true believers is a novel way of dealing with an obdurate monopoly, but it seems somewhat effective. Of course, these gentlemen, whose chief qualification for managing a street railway company seems to be a belief that private persons ought not to do it, may make a failure of the three-cent enterprise. Again, the surplus may mount up so slowly that the additions to the system will be inconsiderable. Meanwhile Cleveland needs more railway lines. That, of course, is mere detail. Your municipal ownership man has the blood of the martyrs in him. He would let the public walk for the sake of an idea. But, whatever the event, a holding company of the friends of municipal ownership is novel and interesting. It brings about a sort of "community of interest" between the administration and the railway management.

After Mayor Johnson has built up his sterilized monopoly he would seek legal authority to turn over its system to the city. Thus there would be a property built up entirely on profits and no one the richer for it. We shall watch with interest the growth of this antiseptic wealth.

THE BRIDGE LOOP.

Mr. Coler's apparent change of attitude relative to the bridge loop at last week's meeting of the Board of Estimate caused much surprise and provoked a great deal of unfavorable comment. The President of the Borough of Brooklyn, under pressure of public criticism, has been inspired to write letters to Controller Metz and Acting Mayor McGowan about the matter. In the first of these communications he declares that he is still willing, as he has been for months, to surrender his own private convictions as to the amount of relief which the proposed improvement would afford. The only point on which he is disposed to insist now is that the compensation which the city would receive for the use of the loop should be carefully considered. He suggests that a special report on that phase of the subject be secured from the engineer of the Bureau of Franchises. In the letter to the Acting Mayor Mr. Coler goes a step further. He distinctly asks that a special meeting of the Board of Estimate be called in the near future, thus anticipating by two months or more the action which would otherwise have been postponed owing to his course until September 28.

Whether the sharp criticism to which Mr. Coler has been subjected within the last few days was deserved or not, it is needless at present to inquire. Apparently his opposition to the loop was less formidable than has been supposed, or he has seen a light. At any rate, the outlook for a final disposition of the matter has certainly improved. A good deal of legislative machinery must be set in motion before the project under consideration will be fully sanctioned. The co-operation of two different bodies is requisite. All that it was proposed to do in the Board of Estimate the other day was to pass a resolution recommending the loop to the Rapid Transit Commission. Eventually the scheme must come back to the Board of Estimate for approval. But every delay at the outset causes delay in the end, and the decision on Friday to postpone the vote until autumn was extremely discouraging. If now the Acting Mayor will take Mr. Coler at his word, substantial progress toward the end in view may be effected before many days.

NEW JERSEY ASSEMBLY ELECTIONS.

There can be no challenging the authority or the finality of the decision rendered on Tuesday by the Court of Errors in New Jersey upon the law enacted by the last Legislature for the election of members of the Assembly. At present, as for some years past, Assemblymen are elected by counties on a general ticket for each county, so that, excepting in rare cases of excessive "scratching," a solid delegation from the majority party is practically assured in each county. Last winter a bill was passed providing for a return to the system which prevailed in New Jersey many years ago, and which now prevails in New York and most other states, for the division of the counties into Assembly districts and the election of members from those separate districts, so that the delegation from a county might be divided between the two parties. By the overwhelming vote of 13 to 1 the Court of Errors has now declared that law to be unconstitutional, wherefore the existing system of election on general county tickets must be maintained.

There is, of course, something to be said for, and also against, each of the two systems of election. It will be recalled that the controversy over them—*scrutin de liste* or *scrutin d'arrondissement*—was a leading one in the politics of France in the strenuous days of Léon Gambetta. The *scrutin de liste*, or general ticket system, such as now prevails in New Jersey and some other states, was in use from 1871 to 1876, when it was replaced with the *scrutin d'arrondissement*, or election by individual districts. In 1885 the *scrutin de liste* was restored, and in 1889 the *scrutin d'arrondissement* again, which is still retained. No secret was made of the fact that these changes were made, for purposes of partisan advantage, though it may be doubted whether any advantage gained was as great as had been expected.

The election of single members from separate districts is supposed to give a more adequate representation to the minority party. Doubtless it does so, so far as the counties, as counties, are concerned. That it does so in the state as a whole, however, may be disputed, seeing that the party which is the majority in one county may be the minority in another, and *vice versa*. Certainly the general list system better preserves the individuality of the counties and greatly strengthens their influence as integral parts of the state. The system has worked pretty well in New Jersey for a number of years, and its continuance until—if ever—the constitution shall be amended will be regarded with general equanimity. If it be said that the present system in New Jersey is exceptional—though it is not unique—among the states, it may be pointed out that the system corresponds with that under which Presidential Electors are chosen throughout the United States. And, any way, New Jersey has a perfect right to her own peculiar system, especially seeing that in uncommonly difficult circumstances she is on the whole an uncommonly well governed state.

ARMOR PLATE CONTRACTS.

It grows increasingly apparent that there is genuine competition at last between the armor plate manufacturers of this country. For a long time the industry was controlled by two big concerns, the Carnegie and Bethlehem companies, between which it is believed there was a secret understanding in regard to prices. At length the Midvale company, which had supplied the government with projectiles, but had not then erected an armor plant, put in a bid. The Navy Department naturally hesitated at first to make any award to the newcomer, although the terms offered were tempting. Last year, however, a trial was made on a modest scale, patronage being divided between the Midvale company and its rivals. All three responded to the invitation to bid on the plate needed for the battleships Michigan and South Carolina this year. The Midvale company having in the mean time demonstrated that it can make deliveries on time, and that its hardening process can meet the government requirements, there is apparently nothing now left to consider except price.

All of the manufacturers ask a great deal less at present than when they last had an opportunity to make proposals. Their concessions range from $53 to $70 a ton, but the Midvale company is again at the bottom of the list. Its offer of $345 a ton is $25 lower than that of one of its rivals and $36 lower than that of another. The chance is given to the government to save from $180,000 to more than $250,000 on its next order, which is for 7,328 tons. That is not the whole story, though. Including a royalty paid to the Krupps, the Carnegie and Bethlehem companies received upward of $440 a ton under their last contracts. If there were no competition, it is hardly likely that they would accept a cent less now. Compared with that standard, the saving which would result from giving the Midvale company a contract for the whole 7,328 tons would be not far from $700,000.

It is conceivable that this surprising general reduction in prices has been promoted in some measure by the fresh agitation in Congress of the question of establishing a government armor plant. More than one shrewd observer has been convinced that the United States has been compelled to pay more than was just or necessary for its armor. Impelled by a suspicion to that effect, the House Committee on Naval Affairs asked the Navy Department a few weeks ago to supply information bearing on the matter. The request was apparently not complied with before adjournment, but it is not likely that any of the makers of armor were ignorant that the question was under discussion and would come up again next winter. The best way to discourage independent action by the government is to offer terms which are not extortionate, and it looks as if the manufacturers are fully alive to the wisdom of that policy.

On the other hand, the expediency of erecting a plant under government auspices grows less obvious with every marked concession by the contractors. It is too soon, of course, to assume that the level of the highest economy has yet been reached, but when it is possible to purchase armor for nearly $100 a ton less than a few years ago the situation cannot be regarded as particularly urgent. A fear has been entertained that the Midvale company might enter into a combination with other producers. The possibility should not be ignored, but there are no signs of an alliance now, certainly. Indeed, any material increase in prices in the future would appear so unreasonable that it need not be anticipated. The chief point yet to be determined is whether $345 a ton is greatly in excess of the actual cost.

As a spokesman to sound the keynote, Secretary Taft measures up to all the specifications.

Tom Taggart may come back at his censorious critics by remarking that when he last ruled and directed at Democratic national headquarters he was also running a game of chance.

Mr. Bryan's chances are brightening in Massachusetts. The Hon. George Fred Williams has announced that Mr. Bryan is no longer advanced enough for him.

That plan for a noiseless and beautiful elevated loop may not be realized in every particular, but if it will, as promised, end the bridge crush nuisance something may be forgiven it in the matter of beauty.

Colonel Huff, of the Keystone Coal and Coke Company, has now come to the front with the explanation that he never gave coal stocks to his many "boyhood friends" in the Pennsylvania Railroad's service. Thus is another touching idyl of platonic affection exploded.

Secretary Wilson says the government will not put its seal upon any last year's birds' nests. But how about the cold storage spring chicken of the vintage of 1904?

Coney Island might well pause for an hour in its career of jollity and pleasure to pay a grateful tribute to the memory of Andrew N. Culver. It may be that without him the island would have become what it is to-day, though we may well doubt whether its development would have been effected nearly so soon. Mr. Culver was, above all other men, the pioneer of Coney Island's growth into the resort which it now is. He had unbounded faith in its future, and his faith was made manifest in his works, which were planned on a far-seeing and generous scale, but which were amply justified by their results. It will be well to perpetuate his name on the island and on the transportation route thither of which he was the founder.

THE TALK OF THE DAY.

In Westboro, Me., Percy M. Arnold, saw a deer the other day. The animal allowed the man to approach it. Arnold threw his arms around the deer's neck. The deer sprang off toward the woods at a great speed and the man was afraid to let go. The deer rushed through bushes and over walls in its endeavor to shake off its strange burden. At last the deer brought up against a tree, and as Mr. Arnold had no wind left after meeting the tree he dropped off. Arnold will be forced to buy a new suit of clothes to replace the tattered rags which the bushes left him—when the doctor allows him out once more.

A brakeman retired to a farm and started to lead the simple life. Having a piece of new land to break, he hitched up a team of mules, wrapped the lines around his waist in farmer fashion and started to work. He had gone but a short distance when he saw a stump ahead and immediately began giving the railroad "stop" signal with both hands. The plough struck the stump and the brakeman went head first over the plough. Picking himself up, he ran angrily to the mules and roared: "You flop-eared scoundrels, don't you ever look back for a signal?"—Atchison Globe.

A professor of English in the University of Wisconsin, according to "Harper's Weekly," tells of some clever replies made by a student under examination in English. The candidate had been instructed to write out examples of the indicative, the subjunctive, the potential and the exclamatory moods. His efforts resulted as follows:

"I am endeavoring to pass an English examination. If I answer twenty questions I shall pass. If I answer twelve questions I may pass. God help me!"

"It must be nice to be a hero," remarked the quiet man. "It is for a minute," replied Senator Badger. "After that the hero wonders at the world's bad memory."—Milwaukee Sentinel.

"Grave digging is not a gay business," said a grave digger, "but it is a very old one, and many curious superstitions surround it. One of these is never to buy a new spade. To dig a grave with a spade that is new is supposed to bring death in the family within a twelvemonth. Hence grave diggers buy their spades second hand, as a rule. Another superstition with some is that a grave should never stand open overnight. It should not, they say, be dug till the day of the funeral; if it is made the day before, beware. There is a third superstition that if a cock crows once while a grave is being dug, one friend of the digger will die; if it crows twice, two will die; if thrice, three."

Bill—They say there was an actor at the theatre last night who got hit square in the face with an overripe egg.
Jill—I was there.
"Didn't you feel sorry?"
"Yes, I did. There was a woman sitting in front of me with a big hat, and I didn't see the egg strike him."—Yonkers Statesman.

Brussels has a dog detective it is proud of. For some time in the darker parts of the city cyclists have been assaulted and their wheels stolen. A special police service was organized to stop those crimes. It so happened that one of the officers charged with this service possesses a dog whose natural intelligence has been quickened by the best professional training which his master could give him. The dog was pressed into the service. On Monday evening, as his owner was unsuspiciously passing some piles of masonry on waste ground, the dog became restlessly alert, and, rushing among all the ins and outs, soon led the officer to the hiding place of five of the worst thieves known to the Brussels police. The spectacle of five men being "shepherded" to jail by one police officer and a dog attracted much attention.

The politest man has been discovered. He was hurrying along the street the other night, when another man, also in violent haste, rushed out of a doorway, and the two collided with great force. The second man looked mad, while the polite man, taking off his hat, said:

"My dear sir, I don't know which of us is to blame for this violent encounter, but I am in too great a hurry to investigate. If I ran into you, I beg your pardon; if you ran into me, don't mention it."

And he tore away with redoubled speed.—Chicago Journal.

About People and Social Incidents.

AT SAGAMORE HILL.

[By Telegraph to The Tribune.]

Oyster Bay, July 11.—President Roosevelt to-day signed nearly two hundred commissions of appointments in the diplomatic, consular and postal service. Under the law reorganizing the consular service, recently passed by Congress, a large number of changes are made in the personnel of the department, and the President is anxious to place the corps upon a working footing without delay.

Secretary Loeb received a long distance telephone message this afternoon from Secretary Taft, in which the latter said he expected to reach Oyster Bay at 10:11 a. m. next Monday, for a conference over army matters with the President.

Elisha Moore was arrested here to-day because he was trying to impress the villagers that he was in charge of the secret service force. He telephoned to Sagamore Hill that he would soon be out there, and warned local saloonkeepers that he would arrest them as soon as he got his uniform, because of defects in their licenses. Moore told Justice Franklin, at Mineola, that he had been discharged from the navy ten days ago, his last service being on the battleship Kentucky. He said he had a wife and family in Marietta street, Tompkinsville, and if allowed his liberty would go to them. He was sentenced to ten days' imprisonment at Nassau for being drunk.

A children's party in honor of Miss Ethel Roosevelt will be given at Sagamore Hill on Friday evening It has been Mrs. Roosevelt's custom for several years to give a few informal parties of this kind each summer, and beyond securing talent to furnish the music for the dancing no extraordinary preparations are made in advance. The friends of the family are invited to come, and old and young join in games and wholesome amusements.

NEW YORK SOCIETY.

Mr. and Mrs. Cornelius Vanderbilt are cruising with their children along the coast of New England and Maine, and will probably go as far north as Bar Harbor. Mrs. Vanderbilt has been ill ever since she went to Newport, and the cruise is for the sake of hastening her convalescence.

Mrs. Charles Coster has left town for Newport, to stay with Mrs. Lewis Quentin Jones.

Mr. and Mrs. Norrie Sellar sailed yesterday for Europe on the Majestic, and will remain abroad until the fall.

Miss Kate Lee Harman, who has been chaperoned through the London season by Lady Moncrieffe, has arrived from England.

Mrs. May Brady Hall has arrived in town from Newport for a stay of a few days.

Sir Percy Sanderson, K. C. M. G., King Edward's Consul General for New York, sails on July 21 for England, on furlough, and after a brief stay with his brother, Lord Sanderson, in London, will proceed to Bad Nauheim, in Germany.

The Rev. Dr. D. Parker Morgan and Mrs. Morgan, who arrived from Europe the other day, have gone to their country place at Copake, N. Y.

Dr. and Mrs. Edward L. Keyes, jr., are at Water Mill, Long Island, for the summer.

Mr. and Mrs. W. Scott Cameron have closed their house at Hempstead and opened their cottage at Southampton for the summer.

Mrs. Charles Kingdon and her granddaughters, Miss Marjorie and Miss Vivian Gould, are at Trouville, France. Mr. and Mrs. George Gould are touring through Brittany and Normandy in their automobile.

Mrs. Sidney de Kay will leave town for Lake George on Saturday.

SOCIAL NOTES FROM NEWPORT.

[By Telegraph to The Tribune.]

Newport, R. I., July 11.—Mrs. Pembroke Jones entertained a number of women at luncheon this afternoon at Inchiquin, the table being set on the piazza of the villa. Piazza luncheons and dinners are now becoming very popular in the cottage colony.

Mrs. George Henry Warren entertained a number of young people at dinner this evening in honor of Miss Charlotte Warren.

Mrs. Victor Sorchan has arrived at her cottage in Bellevue avenue for the season.

Mr. and Mrs. Philip Lydig will return from Paris in time to spend the month of August in Newport.

Thomas Siddell has arrived at Newport for the season.

Henry Bedlow is the guest of Mr. and Mrs. William H. Mayer at their place in Middletown.

Mr. and Mrs. R. N. Carson have arrived at Reefpoint for the season.

F. H. Allen, son of Mr. and Mrs. F. H. Allen, of New York, who was operated on several days ago at the Newport Hospital, for appendicitis, is reported as doing well and being on the road to recovery.

Mrs. E. Rollins Morse has sent cards out for a dinner to-morrow evening for young people. Later she will take her guests to the hop at the Casino, the first of the season.

Mrs. Stuyvesant Fish entertained twenty guests at dinner this evening at Crossways.

IN THE BERKSHIRES.

[By Telegraph to The Tribune.]

Lenox, Mass., July 11.—Senator and Mrs. W. Murray Crane arrived at Mount Pleasant, the Senator's country place, in Windsor, this afternoon. They started from Boston this morning in a private car attached to the Chicago express, which was stopped at Huntington, a little way station between Westfield and Pittsfield, where an automobile was waiting. Senator Crane's son, W. Murray Crane, jr., and other relatives went to Mount Pleasant this afternoon by automobile and remained for tea.

Mrs. Christopher M. Bell, of New York, arrived to-day at Hotel Aspinwall. Other arrivals there include Mr. and Mrs. J. M. Morrison, Miss L. M. Morrison, Miss M. Sullivan, of Boston; Mr. and Mrs. George Kinney and Miss Jeannette Kinney, of Cleveland.

R. C. Jones, of Philadelphia, is a guest of Mr. and Mrs. Richard Watson Gilder at Four Brook Farm, in Tyringham.

Miss Matilda A. Brownell, who has been in Paris, has joined her parents, Mr. and Mrs. S. B. Brownell in Stockbridge.

The date of the annual lawn fête in aid of St. Helena's Chapel, in New Lenox, has been set for July 18 and 19. Mr. and Mrs. John E. Parsons, the Misses Parsons and Miss Juliana Cutting are interested in the fête.

Miss Mabel Choate, daughter of Mr. and Mrs. Joseph H. Choate, who is an accomplished musician, has received permission to use the organ in St. Paul's Church, in Stockbridge, for practice.

The Rev. Dr. and Mrs. William T. Manning, of New York, have arrived at the Dwight cottage in Stockbridge.

Mr. and Mrs. Ulysses Buhler, of New York, have arrived at their cottage in Stockbridge for the remaining summer months.

Miss Isabella Lawrence, who has been a guest of the Rev. Dr. Arthur Lawrence in Stockbridge, has returned to Boston, and Lawrence Houghton, of Brookline, is now a guest at the rectory.

Mr. and Mrs. Philip F. Kobbé, of New York, will return from Italy this week. Mrs. Kobbé and the Misses Helen, Marie and Dorothea Kobbé will occupy their country place in Stockbridge next Monday. Mr. Kobbé, because of ill health, will not go to Stockbridge for the present.

Mr. and Mrs. Charles Reed and family, of New York, have opened their country place in Egremont.

Mrs. Thomas Harvey Rodman, jr., of Stockbridge and New York, announces the engagement of her daughter, Miss Elizabeth B. Rodman, and Electus Darwin Litchfield, of New York. Miss Rodman is a granddaughter of the late Thomas H. Rodman and a great-granddaughter of the late Abijah Mann., jr., two well known lawyers of New York in their day. Mr. Litchfield is a grandson of the late Electus Litchfield, of Brooklyn. He is an architect connected with the firm of Lord & Hewlett. Both Miss Rodman and Mr. Litchfield are members of the Badminton Club and the Saturday Evening Dancing Class, of New York.

Mr. and Mrs. Rutherford Trowbridge and Miss Trowbridge, of New Haven, who have been at the Red Lion Inn, Stockbridge, started to-day for the White Mountains.

MR. TAFT ON THE CANAL.

Tells Ohio Lawyers of Necessity of Careful Preparation.

Put-in-Bay, Ohio, July 11.—Secretary Taft, before the State Bar Association, to-day, began his address on the Panama Canal by giving reasons for the selection by the government of the Panama route and explaining the apparent delay in the actual work of excavation. The necessity of having improved sanitary conditions before the actual work of construction was actively begun was strongly emphasized, and it was shown that the nearly twenty-five thousand employes had in reality accomplished more than any one realized in the building and equipment of railroads, the construction of a water supply and building of thousands of homes for those engaged in the work.

It was pointed out that the actual excavation was much less of a problem than what to do with the material when it was taken out, as much of it had to be carried fifteen miles, requiring the building of over three hundred miles of spur tracks. The question of obtaining sufficient labor was shown to be a serious one, and it had been necessary to employ large numbers of natives and Chinamen, three of whom would do less than an average American workman.

The estimated cost of the Panama route was placed at $150,000,000, and the time of construction at about seven years, against a cost of $300,000,000 and seventeen years for the completion of the work had the Nicaraguan route been chosen. The Secretary said the American people were disposed to be in too big a hurry "to have the dirt fly," and that it had been necessary for those in charge to withstand a great deal of political stress while carrying out the preliminary work.

Mr. Taft spoke without manuscript, and his talk was supplemented with official maps.

THE CHARLESTON SAILING SOUTH.

Takes on Supplies Off St. Thomas—A Porto Rican Petition.

St. Thomas, D. W. I., July 11.—The United States cruiser Charleston, with Secretary Root and his party on board, arrived here this morning, but did not enter the harbor. She took on supplies carried out to her by the gunboat Peoria, and proceeded this afternoon.

San Juan, P. R., July 11.—The Charleston sailed at midnight yesterday. The departure of the Secretary was delayed for several hours owing to the late arrival of his son and daughter, who were detained by the breakdown of their automobile.

The lower house of the insular Legislature yesterday adopted a resolution asking Secretary Root to use his offices on behalf of Porto Rican citizenship and an elective insular Senate. The committee of the House, which was unable to see Secretary Root prior to his departure, left the petition at the Governor's palace for delivery to the Secretary. The Republicans, who constitute the minority in the Legislature, opposed the resolution, holding that Mr. Root was the island's guest and that the time and place were inopportune.

It is reported that the document was not presented before the sailing of Secretary Root, the authorities not desiring to interfere with his enjoyment of his visit. The Legislature has been assured that the document will reach Secretary Root.

ESTATE OF WILLIAM R. TRAVERS.

Cousin of District Attorney Jerome Left Property Valued at Over Half a Million.

The appraisement of the estate of William R. Travers, a cousin of District Attorney Jerome, and a member of the banking firm of Huhn, Edey & Co., was filed yesterday, and shows that he left personal property valued at the time of his death last September at $963,716. The net estate aggregates $570,492. The chief items comprising the estate are interest in the firm of Huhn, Edey & Co., which is estimated at $100,000; 1,000 shares of preferred stock of the American Tobacco Company, valued at $101,500; 1,964 shares of preferred stock of the United States Steel Corporation, valued at $204,002; 10,000 shares of Philadelphia Rapid Transit stock, estimated at $230,000.

TALK ON TRADE SCHOOLS.

Institute of Instruction in Convention at New Haven.

[By Telegraph to The Tribune.]

New Haven, July 11.—President F. S. Luther of Trinity College was the principal speaker to-day at the sixty-eighth annual convention of the American Institute of Instruction, which is now in session here. His subject was "Trade Schools." He said that one of the greatest dangers that confront the country at present is "the lack of means for training young men to the vocations which must be followed by a large fraction of our people, if we are to hold any position in the world."

President Luther advocated the establishment of more trade schools as necessary to "industrial success, necessary to the continuance of national prosperity, necessary to the reasonable efficiency and happiness of the generation which is about to crowd ours off the stage."

One thousand children of the New Haven public schools sang patriotic selections in connection with the exercises this morning. Several songs, written for the occasion by Dr. Horatio Parker, of Yale, were sung at sight by the big chorus. At this session three papers were read, the first by President George C. Chase, of Bates College, whose topic was "The Individual vs. the Class." Carroll G. Pearse, Superintendent of the Public Schools of Milwaukee, read a paper on "On the Trail of the Troublesome Boy."

At to-night's general session Governor Roberts of Connecticut and Governor Bell of Vermont could not be present to discuss public demands of the schools, Governor George H. Utter of Rhode Island making the only address on that subject.

"God forbid the time," said Governor Utter, "when the idle rich man becomes the idol of the youth of the land. There is a dignity in the man with the soiled hands when he has done his best and has given of the best in him."

PROFESSORS MARRY SISTERS.

[By Telegraph to The Tribune.]

Troy, N. Y., July 11.—Two professors of mathematics of Columbia University married sisters here last night. Alfred Hook married Margaret R. Kidd, and John A. Swenson married Mary L. Kidd. The Rev. William E. Marden performed the ceremonies. Mr. and Mrs. Hook will live in Brooklyn, Mr. and Mrs. Swenson will live in The Bronx.

TRANSATLANTIC TRAVELLERS.

Among the passengers who will sail to-day for Bremen on the Grosser Kurfürst are:

General and Mrs. Howard Carroll.	Dr. and Mrs. A. A. Bliss.
Mr. and Mrs. Thomas D. Davy.	Mr. and Mrs. George J. Hoster.
Professor and Mrs. H. M. Goodwin.	Mrs. Paul Helms.
	R. H. Lenkelt.
	J. J. Williams.

Those who will sail to-day on La Touraine are:

Mr. and Mrs. Thomas B. Clarkson.	J. P. Morgan, jr.
Professor W. R. Martin.	W. F. Palmer.
	Roy Taylor.

Travellers who arrived yesterday from Liverpool on the Caronia were:

Mrs. George S. Beers.	Mrs. G. F. Legler.
The Rev. Thomas B. Dougherty.	Mrs. Clarke Merchant.
Mr. and Mrs. Powell Evans.	Colonel de Montesverdia.
Mr. and Mrs. L. C. Ledyard, jr.	W. W. Thayer.
	Mr. and Mrs. George S. Williams.

On the Oceanic, which arrived yesterday from Liverpool, were:

Mr. and Mrs. Charles W. Clinton.	Mr. and Mrs. Melville E. Ingalls.
W. Butler Duncan.	Mr. and Mrs. E. S. Kelly.
Dr. and Mrs. George Dempster Hamlin.	Mr. and Mrs. James A. Marshall.
Howard M. Hanna.	Mrs. John Munroe.

Among the arrivals on the Barbarossa, which reached port yesterday from Bremen, were:

Colonel C. G. Bacon.	Mrs. A. P. Nazro.
The Rev. and Mrs. William Hamilton-Morgan.	Miss Florence O'Connor.

The cabin list of the Mesaba, which arrived here yesterday from London, included:

William Armstrong.	Dr. and Mrs. Arthur L. Knight.
Miss F. L. Bates.	Mrs. J. H. Taylor.
Dr. A. S. Buchanan.	
Miss Edith Drew.	